

Dec⁷¹ Feb 72

S A S M E E

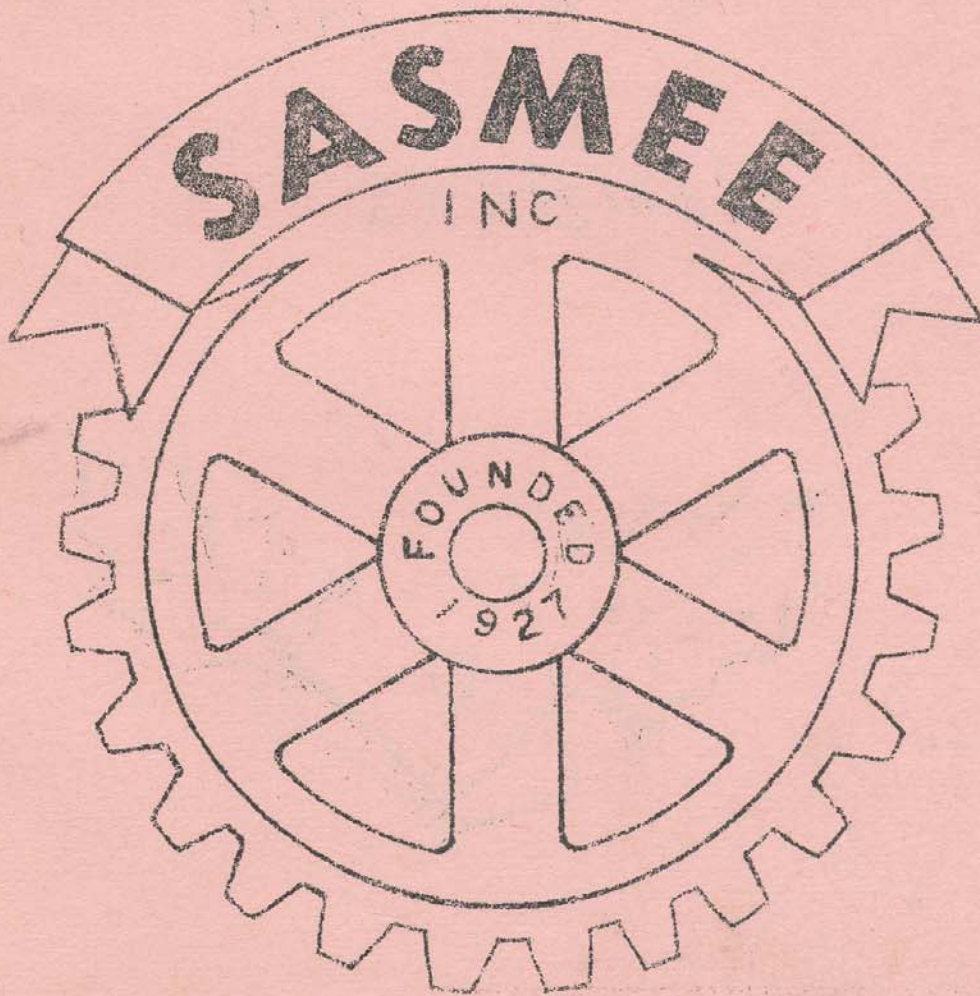
SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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BULLETIN

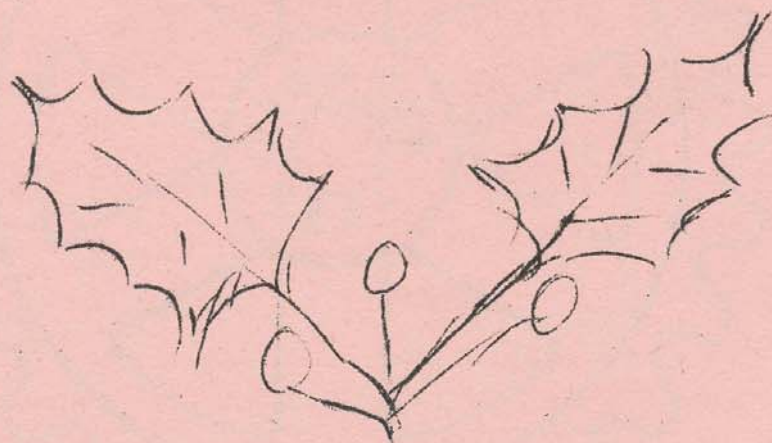
THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.





MERRY XMAS
TO ALL OUR
MEMBERS.



S. A. S. M. E. E. BULLETIN

Vol.12 No.3

Dec - Feb 1972

EDITORIAL

The quarter which ends at tonight's meeting has been of great interest to most members, particularly to those of us who have actively participated in the various events which have taken place. A brief resume calls to mind our Annual Show of Work in August, the Jumble Sale at the September meeting, the reconstruction of a section of the rail track, the recent trip to the Whyalla Society over the Labor Day week end, the Crippled Children's Association, also I nearly forgot to mention, the televising of the film of Humphrey Bear taken at SASMEE during July, which by the way was shown in Sydney. A brief description of the various events will appear further over in this edition.

This being our last Bulletin for 1971 and being very close to Christmas I have endeavoured to give a slightly different slant on the general run of your magazine. Instead of a lot of brief notes of various personalities, a thought provoking article by Bob Brown, a combined article by Ian Clark and Alec Bradley concerning the Whyalla trip, and I trust that you will forgive me, a short story concerning a model Engineer written by your Secretary. It of course carries the usual footnote that the characters depicted bear no resemblance to any living person and is purely fictional.

It is particularly gratifying to record the excellent attendance of members at the various stages of preparation work and the pouring of the concrete for our track reconstruction project. Also to the several members who attended to the stripping of the boxes and replacing the track on temporary blocks so that our Field Day running would not be interfered with.

A Sub-committee has been formed to report on all aspects of constructing a ground level track but at time of writing the matter is still being investigated.

Also a car sticker design by Len Peckham has been approved, quotations for the production of same received and by now no doubt all other Societies will have been advised of all details.

It has been suggested that the date of our Annual Show of work be altered to a drier month of the year. Owing to a small number of entries, probably owing to the fact that a shower of rain could induce rust during transport to and from the Club House, it is considered that a larger number of members would enter their productions if this hazard was removed.

A word of thanks would not be amiss to those Members wives who wash our Canteen tea towels and dust coats. Too often these chores are taken for granted, but the ladies concerned are thanked for their help, and I hope that this reminder will show our appreciation.

Recent visitors to SASMEE were Mr. and Mrs. Reg Wood of Sydney. Reg, as we all know, is the Secretary of the AMBSC. Both attended the trip to Whyalla where I think they enjoyed the experience thoroughly.

Dean Di Guisto through his business connection considerably simplified the obtaining of ready mixed concrete and pouring of same and we tender our thanks to him.

Invitation cards for the 1972 Easter Convention have been received from the Illawarra Live Steamers and are available to any member wishing to make the trip next year.

Although a few weeks early I would like to wish all Societies and my own Society's members and families a Merry Christmas and a Happy New Year, and trust that they enjoy good steaming for the coming New Year. This includes the ladies pressure cookers.

Clary Burden
Editor & Hon. Sec. SASMEE

QUARTERLY AGENDA

GENERAL MEETINGS:

2nd Tuesday each month at 8.00 p.m.

14TH DECEMBER

D. Irving will speak on ship rigging

1972

11TH JANUARY

Brains Trust

8TH FEBRUARY

J. Thurma speak on photography

INTERMEDIATE
MEETINGS.

(Informal) 4th Tuesday each month at
8 p.m., December, 28th
1972 - January 25th, February 22nd.

COMMITTEE
MEETINGS

1st Tuesday each month at 8 p.m.
December 7th,
1972 - January 4th, February 1st.

WORKING BEES

1st Saturday each month at 2 p.m.
December 4th, January 1st,
February 5th

PUBLIC FIELD DAYS

3rd Saturday each month at 2 p.m.
December 18th, January 15th,
February 19th.

PLEASE CHECK WITH ROSTER FOR YOUR ATTENDANCE ON CANTEEN

FIELD DAY CANTEEN ROSTER

DECEMBER

P. CAVANAGH
A. SMALL

JANUARY

R. COOMBE
D. Di GUISTO

FEBRUARY

B. NIETSCHKE
B. MULLER

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SO THAT A RESERVE CAN BE NOTIFIED
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ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES

NOVEMBER

13TH N. KERNICK
20TH D. WORRELL
27TH I. CLARK

DECEMBER

4TH R. SMYTH
11TH T. ENGLAND
18TH P. GRISCTI
25TH J. WELCH

JANUARY
1972

1ST D. IRVING
8TH J. WAKEFIELD

JANUARY

15TH N. KERNICK
22ND D. WORRELL
29TH I. CLARK

FEBRUARY

5TH R. SMYTH
12TH T. ENGLAND
19TH P. GRISCTI
26TH J. WELCH

MARCH

4TH D. IRVING
11TH J. WAKEFIELD

ROSTER FOR ASSISTING ON FIELD DAYS

DECEMBER

M. McLEOD

JANUARY

W. KLOEDEN

FEBRUARY

S. FACCENDA

COMING EVENTS

Sunday November 14th:

Our 25th Anniversary is to be celebrated on this day, being an all day picnic type of occasion with barbecue and all day running of boats and locos, and a film show in the evening. All members are urged to attend and make it a success.

Fund Raising day for the Historical Society:

April 29th 1972 has been set aside to assist the Society to raise funds for their preservation programme.

Easter 1972 Model Engineers Convention at the
Illawarra Live Steamers' Grounds, West Wollongong

Invitations have been received and are available on request to Secretary.

S.A.S.M.E.E. NEWS:

John Welch has just recently completed construction of a fine 5" gauge Jubilee and has had several runs with it. It was seen in action at Whyalla and will make a very useful addition to our passenger engine fleet. Nice work John!

Welcome to New Members:

A warm welcome is extended to Tony Crosse and Peter Gill. Both are interested in Live Steam Locos and are invited to join with us in all of our activities.

Annual Show of Work:

The number of entries was rather low, but was largely compensated by the high degree of workmanship displayed. Wet weather no doubt deterred members from exhibiting and we hope that an alteration in the usual month will influence more entries next year. With the exception of a vertical mill, all other entries pertained to locomotives and gave us a taste of what to expect in the future when the various models are completed.

Entries are as follows :

Vertical Milling machine	by	John Barkes
5" gauge Simplex	"	David Price
3-1/2" Firefly	"	Dick Searle
5" Caribou	"	John Wakefield
5" Simplex	"	Bob Smyth
3-1/2" Virginia	"	Merv. Robinson
N.S.W. 18 Class	"	Brian Homan
Boiler and Fire Box	"	John Moorfield
W. Class, leading bogie	"	Grayson Calvert
Class F.S.A.R.	"	Ralph Skewes
5" Crampton Liverpool	"	Clary Burden

Annual Jumble Sale:

Under the hammer of Uncle Al, assisted by co-conspirator John Welch, the sale was held in the usual hilarious atmosphere, punctuated by various humorous remarks from both sides of the table. Articles were keenly bid for and resulted in a useful sum for the benefit of the Society.

The following gem of literature was concocted by your Secretary whilst recovering from a severe attack of the "wog" then prevalent recently. Whether this had anything to do with it I leave you to judge. Your comments will be appreciated for I have another masterpiece half written which you might like to read one day.

Clary.

For want of a better title I have called it "A Mid summers-night Dream" - with apologies to the original author (Shakespeare I believe).

As Secretary of a Model Engineers Society one occasionally hears some far-fetched stories regarding their hobby, but the following as related to me by a member will linger in my memory for a long time. For convenience in relating the alleged happenings I will assume the role of the person involved.

Some years previously both my parents died in a car crash and left me their entire estate consisting of over 5,000 acres of undulating country in the Mt. Lofty Ranges. It abounded in creeks, gullies and in parts fairly steep hillsides. Apart from this property an assured income of \$20,000 per year and an inherited mind from my father devoted to things mechanical. A fully equipped machine shop enabled me to give full reign to my passion for experimenting and construction and improve-

ments to existing machinery.

At this stage I worked strictly on my own, but one afternoon in summer a car pulled up near the house and the driver asked for some water for his radiator. He was a man of about my own age and we fell into conversation as strangers will and I invited him in for a drink and suggested that he have a look at my workshop. Imagine his surprise, and one of his first comments was that the set-up was a model engineer's dream of Paradise. He then explained that he was a member of SASMEE in the Adelaide suburbs. I had heard vague talk about the Society and coupled this with miniature railway electrically driven indoor railway setups. He quickly corrected me on my ideas and invited me to attend their next field day as they termed it.

On this note we parted and a week or so later I decided to visit SASMEE Park and see for myself what it was all about. On entering the grounds you can imagine my surprise at what meets the eye. In a beautiful setting between two railway lines, with well kept lawns and plenty of shady trees was a sight to stir the pulse of any man with the slightest mechanical inclination in his blood. In the centre a 100 ft. diameter boat pond and adjacent to it a steamhouse where a number of steam engines of various types were operating under steam from a vertical boiler. Around the periphery of most of the grounds was an elevated multi-gauge track set on graceful concrete arches.

The Secretary who accompanied me explained that the track was over 2500 feet long and consisted of a tunnel, several bridges, viaduct and numerous cuttings. A building known as the station had a stationmaster and two assistants who controlled the passenger traffic. Upstairs an announcer kept the public fully informed of the Club's activities for the day. Apart from the elevated track another track at ground level had been laid consisting of approximately 1500 ft. of rail complete with cross-overs, various switches and

other rail detail simulating full size practice. Both tracks had 8 or 9 locos operating and each pulling a 'riding truck' with 4 or 5 children and sometimes adults as passengers. To my unaccustomed eyes the scene was like something out of Disneyland. I was invited to have a ride which I quickly accepted and away we went. Too quickly the afternoon passed and on leaving I was invited to attend their next monthly meeting 2 or 3 weeks later. I attended the meeting which happened to be what is known as the Annual Show of Work. Here was an array of models which beggars description. Hopeless trying to describe them. Something which had been niggling at the back of my mind since my visit to the Field Day suddenly surfaced and I realised what had happened to me. The model engineering bug had bitten me rather badly and I quickly succumbed to its influence. A month later I became a member of a very fine bunch of men and quickly learnt the jargon of steam operated machinery. Until now I had been interested only in I.C. engines but now a vast field for experimenting was opened up to me. On returning home that night I sat up with pencil and paper outlining a scheme which was now unfolding in my mind. I have previously mentioned that my property covered a vast area and I had unlimited means financially. Here I could lay down a loco track several miles long. On it I could, owing to the terrain, build a scenic model railway upon which thousands of people could enjoy the thrill of steam, which by now had become a thing of the past. In consultation with various club members we drew up a plan of a 5" and 7-1/4" gauge line over 5 miles around. It would consist of over 1 mile of straight with a gradient of 1/100 up, just sufficient to make the engines work and capable of really high speed. Other parts would require deep cuttings and embankments, bridges with several 1/4 mile long gradients of 1/40 up, to really make the exhaust audible 150 yards away. Coal and water depots were included in the plan and of course signals at necessary points. Owing to the cost, tunnels in the real sense were avoided, but several deep curving cuttings were roofed over and looked and sounded quite realistic. An earthwork contractor friend of mine was called in and a con-

tract to construct the line was drawn up. He was to do the complete job from start to finish and promised delivery in 18 months time. I forgot to mention that the track would be both elevated and ground level, the elevated owing to semi-swampy conditions existing in various areas. Included in the plan was an engine house alongside of my workshop embodying a steam raising bay and all of the necessary facilities for handling heavy locos. A station for the convenience of passengers was not forgotten, also other facilities.

One week before Christmas Day 1980 at length arrived, and everything down to the last detail had been completed. During this period of track construction I had devoted most of my time to the construction of a 7-1/4" gauge 'Britannia'. With the assistance of several engineering friends this had been completed and had been under steam trials for the past fortnight and had come through with flying colours. For Christmas Eve celebrations and to open the track I had invited all SASMEE members to be present. After a day of countless miles of running with over 20 locos taking part we finally shut down for the day and I wearily sought my bed. For a while sleep eluded me, thinking over the past 18 months of endeavour and its final culmination that day I eventually fell into a deep slumber and awoke next morning feeling refreshed and ready for whatever the day brought forth. I strolled down to the steam house and thought why not, a perfect summer morning and nothing could be more pleasant than a few fast laps around my own railway. No need to worry about signals and keeping a close eye on passengers. Just myself and a fast fire eating monster to control and go my own pace.

Without further ado I raked out the grate, checked the water and lit up. Thirty minutes later the safety valves were nicely sizzling, the fire was bright, all moving parts had been lubricated and she was raring to go. I hooked up a special one man truck to the tender, previously coaled and watered and gently eased out on to the main track. With a

touch of blower to keep the fire bright and cylinder drain cocks hissing we slowly covered a couple of hundred yards to warm up. Then open the regulator notch up a few degrees and hang on tight. From a gentle exhaust note the sound now became a bellow. The speedometer quickly rose to 30 miles an hour as we entered the 1 mile straight. By now the regulator was fully open and she was notched back within a couple of notches of mid-gear. The wind flew passed making my hair stand out like a broom and the thunder of the exhaust was in my ears. The connecting rods and motion work seemed just a blur owing to the speed, the only mechanical sound being the click coming from the lubricator. The pressure gauge kept steady on 90 lbs., and water level was being nicely maintained. The end of the straight was now coming closer, after which there were several sharp curves and some stiff up grades to surmount, to shut off steam and ease down to a sedate 10 MPH. Drop back to nearly full gear and we are on the curve with a long haul to surmount. Open regulator and with a sharp crackle from the exhaust we commenced the climb. Curve after curve was safely negotiated, the cuttings accentuating the bellow from the chimney. The top was reached and a long down grade opens up. Notch back and nearly close regulator and once again the wind was whistling passed my ears, reaching the lowest point we now entered a man made tunnel about 200 yards long, into which we plunged with reduced speed. Out into the open once more and with about a mile of cuttings and embankments and 2 bridges over the various creeks dotting the property. By now we had covered nearly two thirds of the system, with several steep grades to climb and a long cutting before entering the home straight. Beginning the first grade nearly 1/30 demanded quick action on the regulator and valve motion. For about a mile the grade continued and then into the long cutting which is down hill. Notch back and just a whiff of steam and we are flying along at over 30 m.p.h. It was at this point that disaster struck. A hot cinder temporarily blinded me and I did not see a large boulder which had rolled down the hillside overnight and now sat plumb on the centre of the track. We hit with a mighty

crunch. I was thrown off and flew through the air and blacked out.

When I finally regained my senses, I found myself laying on the bedroom floor with my wife bending over me and saying "Did you have a nightmare dear, you have been talking in your sleep about lap and lead and other strange things half of the night, and you fell out of bed . I have always warned you about eating too much supper." Yes, it was all a dream and I was back once again in my suburban bungalow. Perhaps it was only a dream but don't we all sometimes think along similar lines, even though we are reaching for the moon. I know that I do.

Your Secretary.

'WHYALLA DOINGS'

A well known business identity and popular member of SASMEE, renowned for activity in more fields than one, apparently found the wee small hours of Sunday somewhat chilly with a corresponding effect on parts of the anatomy. This necessitated leaving his bed for the wide open spaces, during this Safari he had the misfortune to collide with certain articles of furniture, the resulting noise and a little language being sufficient to wake quite a few with accompanying demands for "Silence".

John Welch renowned for cooking all sorts of things at extremely short notice, really excelled himself as Chef. Feeding about 15 hungry Model Engineers being no easy task.

A sterling job John and your staff of washer-uppers too.....

As the Saturday was really the Official Field day most locos and their drivers were early arrivals and soon the steaming up bay was a hive of activity with most people anxious to see steam registering on pressure gauges.

The number and quality of the locos at Whyalla this year must surely be a record and most certainly would have gladdened the heart of any enthusiast and as most of them were running for the first time at Whyalla a brief description would not be amiss - 5" Springbock, 2 - 5" Jubilees, 5" Britannia, 5" Stirling, 5" S.A.R. 520 Class, 5" Caribou, 5" 0-6-0 Tank, 3-1/2" Jubilee, 3-1/2" S.A.R. Rx. All excellent locos and a credit to their builders.

Brian Homan's 0-6-0 tank loco was there also and its first run is awaited with considerable interest.

It was indeed pleasing to see such a good crowd and traffic was brisk, some locos hauling 3 passenger trucks and on one occasion a double header was seen to be handling six trucks and it does not require a great mathematician to work out just what that little lot would weigh - wonderful effort!

Lunch by those great people at Whyalla, namely the Whyalla Branch and their good wives was magnificent, as was the evening meal and most heartfelt thanks go to these wonderful people for their unstinting efforts in this direction.

Visitors extraordinary at "Middle Back" being George Nicholson who came over from "Tregalana" and stayed on with us as also did Reg Wood from Sydney, nice to have you with us Reg, and our Host of previous years George Nicholson. A delightful personality, widely travelled and possessed of a wonderful sense of humour. Thank you George for services rendered, also a mighty vote of thanks to the owners of "Middleback" for their kindness in providing very comfortable accommodation.

Those who chose to sleep in at Middle Back Station each morning were jangled out of their slumbers by the dinner gong. This was rung within a few inches of the victims with startling results. As Whyalla is on double oscillating daylight saving time this added to the wakening effect of the time signal.

There is some talk of having a "Mister Turkey Perch" competition at Tregalana Station next year. According to George Nicholson, who owns the property, the city slickers could be up against some pretty stiff competition from the locals. The trophy is "two large wheat bags"!

The title of Doctor Jekyll & Mister Hyde looks like being transferred to a pretty well known SASMEE Official who was seen in the company of three attractive Whyalla females at the Whyalla club grounds during the weekend. Our correspondent reports that the gentleman in question didn't concentrate much on driving locomotives.

Although "Winnie" was not at Whyalla this year, her two little offsprings were to be seen looking for their "Daddy".

Whyalla (Saturday)

Mystery of the two-legged dog - or how to get off a train line quickly.

About 2.30 p.m. the somewhat bewildered animal found itself in the path of about 3 cwt. of hot locomotive with the gap between loco and dog rapidly diminishing.

The situation began to look a trifle grim as time ran out. With only seconds to spare a prominent and very worthy member of the Whyalla Branch offered (hic) the dog an easy way out via a nearby fence. Through this the animal passed with considerable speed, helped in no uncertain manner by the hands of the aforementioned member.

Upon alighting "gently" at a somewhat hastily chosen spot the dog experienced some slight difficulty in regaining lost balance, with the result that more stability was achieved on two legs than on four. Owing to the rather hasty passage through the fence that other well known dog's comforter seemed to be of little use in assisting with re-organisation. However, towards the close of the day the dog was observed leaving the grounds with all means of locomotion fully restored.

Hyde

Sunday was a somewhat relaxed time and as no official passenger trade was indulged in it was possible to let one's loco be driven by other members. Although slight fatigue and sunburn were beginning to rear their heads, everyone had a wonderful time. Loco running came to a close in the late afternoon, this being followed by the usual delightful meal for which Whyalla club members and their wives are renowned. A further show of slides rounded off the evening and with thoughts of departure on the morrow most S.A.S.M.E.E. members looked for a somewhat earlier night than the previous one.

The following is submitted by Bob Brown and is offered to members in what I think could be termed "Constructive Criticism" and does not necessarily reflect the view of the Editor.

Fellow members -

There are a lot of ideas being dreamed up by members in our Society at present. Without wishing to offend anyone I want to list these as I believe that too many goals and too many people pulling different ways only in the end bring about a disintegration.

There are :-

1. Those people who want Sunday Field Days.
Those who do not.
2. Those who want advertising willy nilly.
Those who believe advertising should be regulated to suit financial needs.
3. Those who want great crowds on field days.
Those who only want to pull themselves around behind an engine.
4. Those who want financial planning.
Those who do not see a need for this.
5. Those who want to use the club to increase its financial status.
Those who believe that money should only be made if there is a need.
6. Those who want a ground track.
Those who do not want a ground track either for space reasons or because they believe that it is unsuitable for public running.

7. Those who want a more elaborate club house.
Those who oppose this because the present leasing arrangements are unsuitable.

May I now add some personal reflections again not intending to offend anyone.

If we can carry on quietly at SASMEE, limiting crowds and not pushing too hard in any one direction then we shall all have in the very near future a lot of good times and shall enjoy ourselves to the full. In short we will enjoy the grounds we have helped to build. There may even be room for a ground track!

If a course wins favour to publicise and attract larger crowds, say in excess of \$100 gate with the accent on making money, then two things are clear to me.

1. Having large crowds as described the present ground is too small, too hard to find, too odd a shape and the present track also too small. The track will have to be completely rebuilt in the fashion which is being done experimentally now.
2. Having large crowds also means, I believe, that there is no question about having a ground track as talked about by some. There is just not enough room as the grounds are laid out at present.

Those who want more people and another track want, I believe, to come and study the crowd and then help to control it.

Perhaps more people could be carried on the present elevated track if we were to limit the number of trains to 4 at the most, doubled headed and pulling 3-4 trucks each, i.e. 8 locos and 12-16 trucks. There are already two coal bins and with a bit of organising the track could be made a lot more efficient.

But this means not only controlling the crowd but also members. Telling people when to arrive, when to steam up, organising people to do this and that. Gone are the days when we all were free and easy playing it by ear.

Do we really want the money and the efficiency?

Do we really need to shift to a large ground?

Do we want to enjoy ourselves?

Can't we be satisfied with what we have inherited and worked for?

Bob Brown.

EDITED BY: C. Burden
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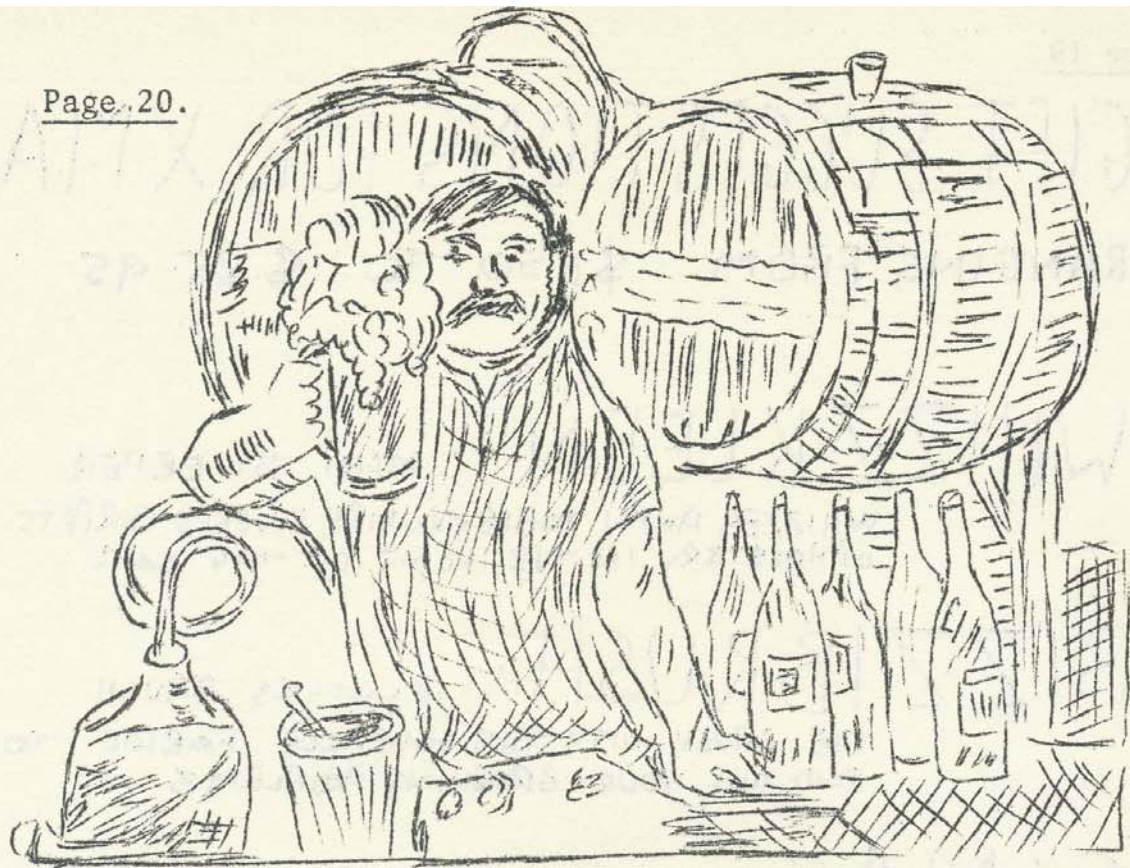
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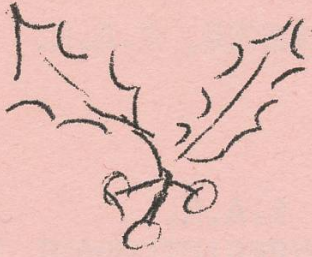
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